

<b>WINGS Flight Activity # A100125-07 Worksheet</b> <b>ASEL - Airport Operations</b>				<b>DATE:</b>	
				<b>LOCATION:</b>	
<b>AIRMAN:</b>	<b>AIRMAN CERTIFICATE #:</b>	<b>AIRMAN EMAIL:</b>	<b>TYPE AIRCRAFT/SIMULATOR USED</b>	<b>BLOCK TIME</b>	
<b>CFI:</b>	<b>CFI CERTIFICATE #:</b>	<b>CFI EMAIL:</b>	<b>WINGS Flight Activity Completed:</b> <input type="checkbox"/> <b>YES</b> <input type="checkbox"/> <b>NO</b>		

**NOTE:** The Flight Instructor will ensure the airman possesses the knowledge, ability to manage risks, and skills consistent in the performance of flight maneuvers specifically listed in the Areas of Operation for Takeoffs, Landings and Go-Arounds; Emergency Operations, and Night Operations (as applicable) to the ACS completion standards. While this **WINGS** Flight Activity targets specifically the Takeoff, Landing, and Go-Around Area of Operation, Airmen should satisfactorily demonstrate all pertinent parts of the ACS in their Preflight, Flight, and Post Flight activities consistent with their certificate or rating. For **WINGS** credit, the airman will satisfactorily demonstrate the maneuvers and procedures listed in bold text below, using both outside visual references and cross checked with the flight instruments, for the privileges of the certificate or rating being exercised in order to act as Pilot-in-Command (PIC).

**Principal ACS Areas of Operations for this *WINGS* Flight Activity (Bold Items Required):**

AREA OF OPERATION	GRADE		AREA OF OPERATION	GRADE	
	FM	SRM		FM	SRM
I. PREFLIGHT PREPARATION			VI. NAVIGATION		
II. PREFLIGHT PROCEDURES			VII. SLOW FLIGHT AND STALLS		
1. PREFLIGHT ASSESSMENT			VIII. BASIC INSTRUMENT MANEUVERS		
2. FLIGHT DECK MANAGEMENT			IX. EMERGENCY OPERATIONS		
3. ENGINE STARTING			X. MULTIENGINE OPERATIONS		
4. TAXIING (ASEL, AMEL)			XI. NIGHT OPERATIONS (AS APPLICABLE)		
5. TAXIING AND SAILING (ASES, AMES)			1. NIGHT PREPARATION		
III. AIRPORT AND SEAPLANE BASE OPERATIONS			XII. POSTFLIGHT PROCEDURES		
1. COMMUNICATIONS, LIGHT SIGNALS, AND RUNWAY LIGHTING SYSTEMS			1. AFTER LANDING, PARKING AND SECURING (ASEL, AMEL)		
2. TRAFFIC PATTERNS			2. SEAPLANE POST-LANDING PROCEDURES (ASES, AMES)		
IV. TAKEOFFS, LANDINGS, AND GO-AROUNDS					
V. PERFORMANCE AND GROUND REFERENCE MANEUVERS					

**COMMENTS: (Use back for additional notes)**

**FLIGHT MANEUVERS (FM) GRADE**

**D - Describe** – at the completion of the flight, the Airman will be able to describe the physical characteristics and cognitive elements of the flight activities. *Instructor assistance is required to successfully execute the maneuver.*

**E - Explain** –at the completion of the flight, the Airman will be able to describe the flight activity and understand the underlying concepts, principles, and procedures that comprise the activity. *Significant instructor effort will be required to successfully execute the maneuver.*

**P - Practice** – at the completion of the flight, the Airman will be able to plan and execute the flight. *Coaching, instruction, and/or assistance from the CFI will correct deviations and errors identified by the CFI.*

**C - Perform** – at the completion of the flight, the Airman will be able to perform the activity without assistance from the CFI. *Errors and deviations will be identified and corrected by the Airman in an expeditious manner.* At no time will the successful completion of the activity be in doubt. (“Perform” will be used to signify that the Airman is satisfactorily demonstrating proficiency in traditional piloting and systems operation skills for the certificate or rating being exercised in order to act as Pilot in Command.)

**N/O - Not Observed** – Any event not accomplished or required

**SINGLE PILOT RESOURCE MANAGEMENT GRADE (SRM)**

**E- Explain** – the Airman can verbally identify, describe, and understand the risks inherent in the flight. *The Airman will need to be prompted to identify risks and make decisions.*

**P - Practice** –the Airman is able to identify, understand, and apply SRM principles to the actual flight situation. *Coaching, instruction, and/or assistance from the CFI will quickly correct minor deviations and errors identified by the CFI.* The Airman will be an active decision maker.

**M/D - Manage/Decide** - the Airman can correctly gather the most important data available both within and outside the cockpit, identify possible courses of action, evaluate the risk inherent in each course of action, and make the appropriate decision. *Instructor intervention is not required for the safe completion of the flight.* (“M/D” will be used to signify that the Airman is satisfactorily demonstrating proficiency in SRM skills for the certificate or rating being exercised in order to act as Pilot in Command.)

**N/O - Not Observed** – Any event not accomplished or required